

Message Text

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PAGE 01 BONN 06946 291826Z

47

ACTION EUR-12

INFO OCT-01 ISO-00 EB-07 ACDA-05 IO-10 CAB-02 CIAE-00

COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 EURE-00

SSO-00 NSCE-00 INRE-00 USIE-00 PM-03 H-02 L-02 NSC-05

PA-01 PRS-01 SP-02 SS-15 /075 W

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FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 9738

INFO USMISSION USBERLIN

AMEMBASSY LONDON

AMEMBASSY PARIS

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E.O. 11652: N/A

TAGS: PFOR, EAIR, WB, US, UK, GW, FR

SUBJECT: IGS ROUTE DIVISION

REF: A. STATE 87458 B. BONN 6274

1. IN PREPARATION FOR BCATAG MEETING (SCHEDULED FOR APRIL 30) FONOFF REP JIRKA ASKED CAAS TO CALL AT HIS OFFICE APRIL 29 TO DISCUSS ROUTE SWAP PAPER. JIRKA SAID THE ONLY SIGNIFICANT AREA OF CONCERN FROM THE GERMAN POINT OF VIEW WAS THAT THE DIVISION OF ROUTES BETWEEN PAA AND BA MADE THE IGS PARTICULARLY VULNERABLE TO THE POSSIBILITY OF A CESSATION OF SERVICE BY ONE OR THE OTHER AIRLINE. SINCE THE FRG ATTACHES GREAT IMPORTANCE TO INSURING THAT ALL IGS DESTINATIONS WILL CONTINUE TO BE SERVED, JIRKA ASKED WHAT STEPS THE CAAS COULD TAKE TO PROVIDE ASSURANCE THAT THIS WOULD BE THE CASE. HE ADDED THAT THE FRG WAS NOT ASKING FOR ANY ADDITIONAL ASSURANCES ON THE PART OF ALLIED GOVERNMENTS WITH RESPECT TO THE MAINTAINANCE OF THE IGS, BUT RATHER SOME INDICA-

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PAGE 02 BONN 06946 291826Z

TION THAT THE AIRLINES WOULD BE OBLIGATED TO PROVIDE

SERVICE TO DESTINATIONS ORDINARILY SERVED BY THE OTHER SHOULD THIS PROVE NECESSARY.

2. BRITISH CAA GROVES REFERRED TO PARA 3 OF THE PROPOSED INTER-LINE AGREEMENT, POINTING OUT THAT THE CAAS HAD SATISFIED THEMSELVES THAT THE AIRLINES HAD EVERY INTENTION OF RE-INSTATING SERVICES WHEN NECESSARY. EMB ASST CAA SAID THAT THE RECORD HAD DEMONSTRATED THAT BOTH AIRLINES TOOK THEIR OBLIGATIONS VIS-A-VIS THE IGS EXTREMELY SERIOUSLY, AND THAT CAAS HAD NO REASON TO BELIEVE THIS WOULD CHANGE UNDER THE PROPOSED ROUTE SWAP. THE IMPLEMENTATION OF THE ARRANGEMENT IN NO WAY AFFECTED THE BASIC PERMITS OF THE CARRIERS, THEREFORE THERE WOULD BE NO LEGAL OBSTACLES TO ONE OR THE OTHER AIRLINE RE-INSTATING SERVICES. ON THE OTHER HAND, IT HAD TO BE RECOGNIZED THAT THE CAAS COULD NOT FORCE AN AIRLINE TO FLY A ROUTE WHEN IT DID NOT WISH TO DO SO.

3. AFTER ADDITIONAL DISCUSSION EMB ASST CAA ASKED WHETHER THE GERMANS' REQUIREMENT WOULD BE MET IF THE CAAS' LETTER AUTHORIZING THE INTRODUCTION OF THE ROUTE DIVISION (A) REFERRED TO THE INTER-LINE AGREEMENT AS REPRESENTING THE TERMS UNDER WHICH THE ROUTE DIVISION IS IMPLEMENTED AND CITED PARA 3 OF THE AGREEMENT AS BEING OF PARTICULAR INTEREST TO THE CAAS (B) POINTED OUT TO THE AIRLINES THAT THEIR EXISTING PERMITS TO SERVE IGS DESTINATIONS IN THE FEDERAL REPUBLIC WOULD BE UNCHANGED BY THE ROUTE DIVISION. JIRKA SAID HE THOUGHT THIS WOULD BE SUFFICIENT IF THE CAAS WOULD ALSO MAKE AN ORAL STATEMENT IN THE BCATAG THAT THEY WOULD MAKE EVERY EFFORT POSSIBLE TO SEE TO IT THAT THE AIRLINES OBSERVED PARA 3 OF THE AGREEMENT WHEN ONE CARRIER HAD TO CEASE OPERATIONS.

4. TWO OTHER MINOR GERMAN QUESTIONS WERE RESOLVED TO JIRKA'S SATISFACTION WITH A MINIMUM OF DISCUSSION. COMMENT: WE APPRECIATE THE GERMANS' CONCERN REGARDING THE POSSIBILITY OF HAVING A GROUP OF IGS DESTINATIONS UNSERVED DURING A PERIOD WHEN ONE OR THE OTHER AIRLINE MIGHT HAVE TO STOP OPERATING. WHILE IT IS CLEARLY LIMITED OFFICIAL USE

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PAGE 03 BONN 06946 291826Z

NOT POSSIBLE TO COMMIT EITHER AIRLINE TO AN IRON-CLAD OBLIGATION TO PROVIDE SERVICE, WE THINK THE FORMULATION WORKED OUT ABOVE IS A REASONABLE WAY TO RESOLVE THE MATTER AND PROPOSE TO FOLLOW THIS SCENARIO. HILLENBRAND

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